

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

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COUNTRY East Germany

REPORT

SUBJECT Rechlin/Laerz Airfield

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

report concerning the Rechlin/Laerz Airfield gives information on observations of aircraft on the field, on a possible G.C.A. site adjoining the southern side of the main east-west runway and on possible preparations for the extension of the eastern end of the main east-west runway.

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Comment: This report is the result of a special reconnaissance undertaken to ascertain the possible presence of a G.C.A. installation.

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STATE	ARMY	X	NAVY	X	AIR	X	FBI		AEC					
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EAST GERMANYAIR/MILITARY

RECHLIN/LAERZ Airfield Spotcheck as at 13 Jan 57.
between 1200 & 1430 hrs

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1. AIRCRAFT DETAILS

Four Fresco A's or B's were parked at readiness on the taxiway

These aircraft were each fitted with underslung auxiliary wing tanks

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No other aircraft could be observed anywhere on the main airfield area. It was impossible to ascertain whether there were any further aircraft parked in the main built up area adjoining the SOUTHERN side of the airfield.

2. FLYING ACTIVITY

Throughout the entire period of observation, no flying activity took place either from or in the vicinity of the airfield.

The nearby TOKEN radar located on the Sprotscheberg at MR 496 116 operated from midday onwards.

3. POSSIBLE G.C.A. SITE

adjoining the SOUTHERN side of the main EAST/WEST runway, there is a complex radio/radar vehicle site (see photographs at Appendix "A"). The following equipments were provisionally identified:

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- a) A CROSSFORK surmounting a 2-axled radio van.
- b) A similar CROSSFORK type array surmounting a single mast.
- c) A SMALLCROSS aerial array surmounting a 2-axled radio van.
- d) An elongated 2-axled caravan or vehicle having a conspicuous chimney-shaped "solid" array mounted at the rear.
- e) A radio vehicle adjoining the front of the "chimney" caravan/vehicle, having a smaller squat vehicle alongside. A total of 4 masts were set up between the 3 vehicles mentioned in (d) and (e). At least one of the masts appeared to mount a disk type cone array.
- f) A flat lorry/trailer had an elongated open mesh type scanner mounted on its roof, the scanner being stationary and apparently approx. $1\frac{1}{2}$ times as long as the actual vehicle. The height of the mesh aerial was approx. a quarter of its overall length. Details of possible curvature could not be ascertained.
- g) 2 flat miscellaneous lorries or trailers were parked on the site.

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None of the equipments were in operation during the period of observation.

4. POSSIBLE PREPARATIONS FOR EXTENSION OF EASTERN END OF MAIN EAST/WEST RUNWAY

Since late November 1956, work has obviously been in progress in clearing and levelling part of the woodlands adjoining the EASTERN end of the main EAST/WEST runway. The strip contained between the EASTERN end of the runway and the nearby roadway [] has been levelled and smoothed over, resembling an extension of the runway, and a similar portion now extends for an unknown distance beyond the roadway into the cleared portion of the funnel, in part of the adjoining woodland. The roadway has now been closed, and on the day of observation was roughly wired off in a temporary fashion.

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There were no signs of any building equipment nor of PSP stocks in the vicinity to indicate any work being in progress on possibly extending the runway, but the preparation of the actual extension strip tends to give the impression that some sort of development is anticipated.

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